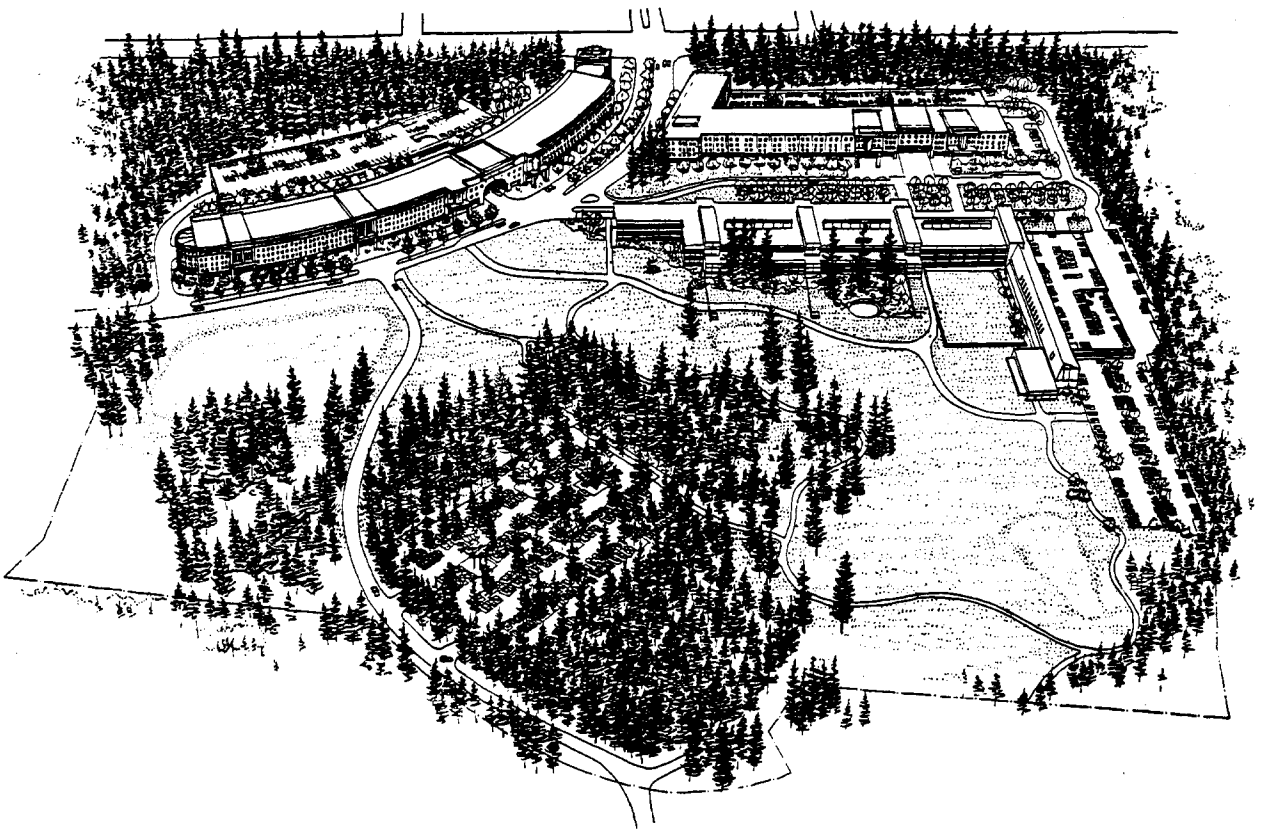
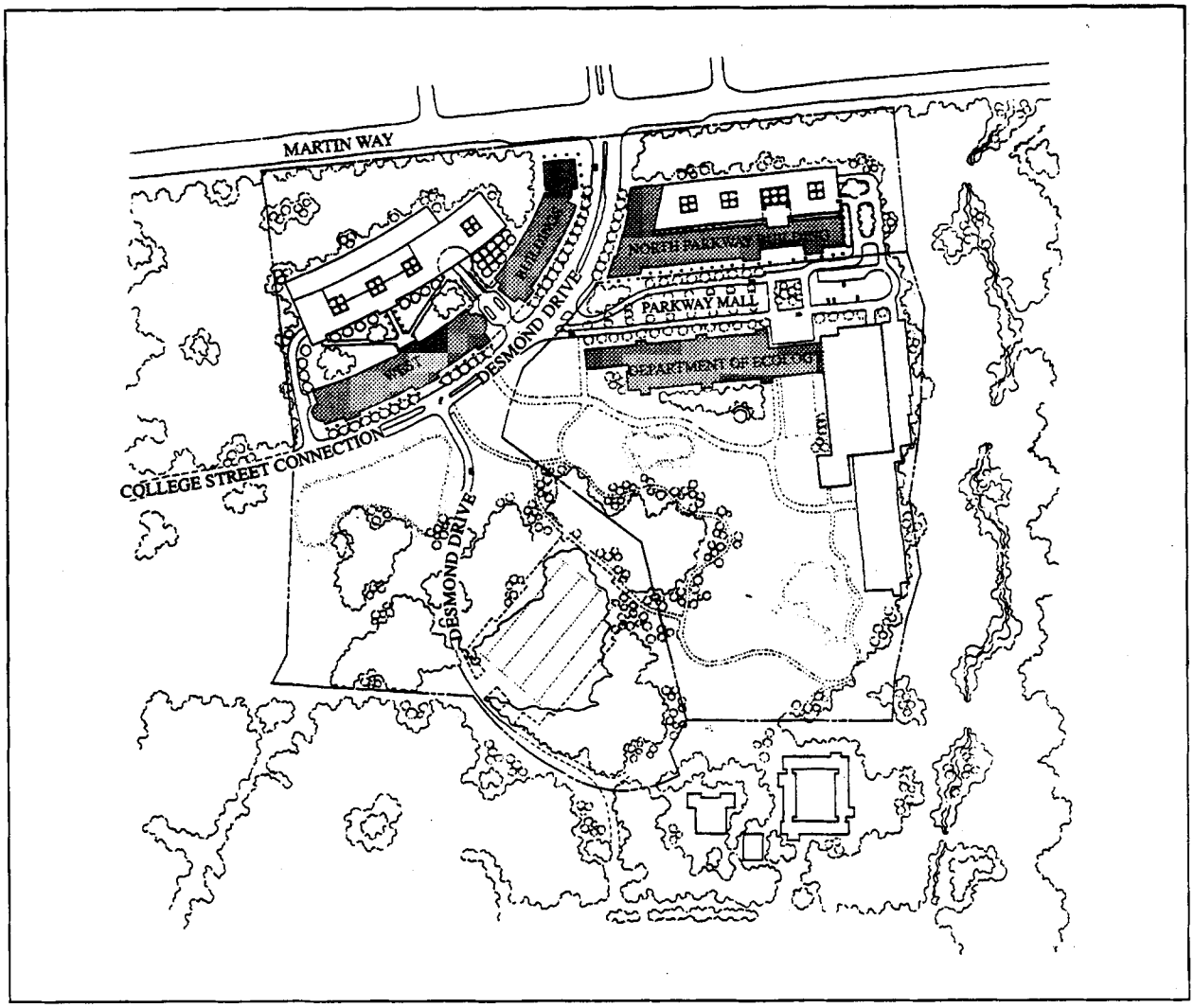
The Plan

Lacey Campus Plan
Building Massing
Open Spaces
Saint Martin's Physical Setting
Vehicle Access and Parking
Transit
Bicycle Paths
Pedestrian Walks and Trails
Stormwater Management

3





The Lacey Campus Plan

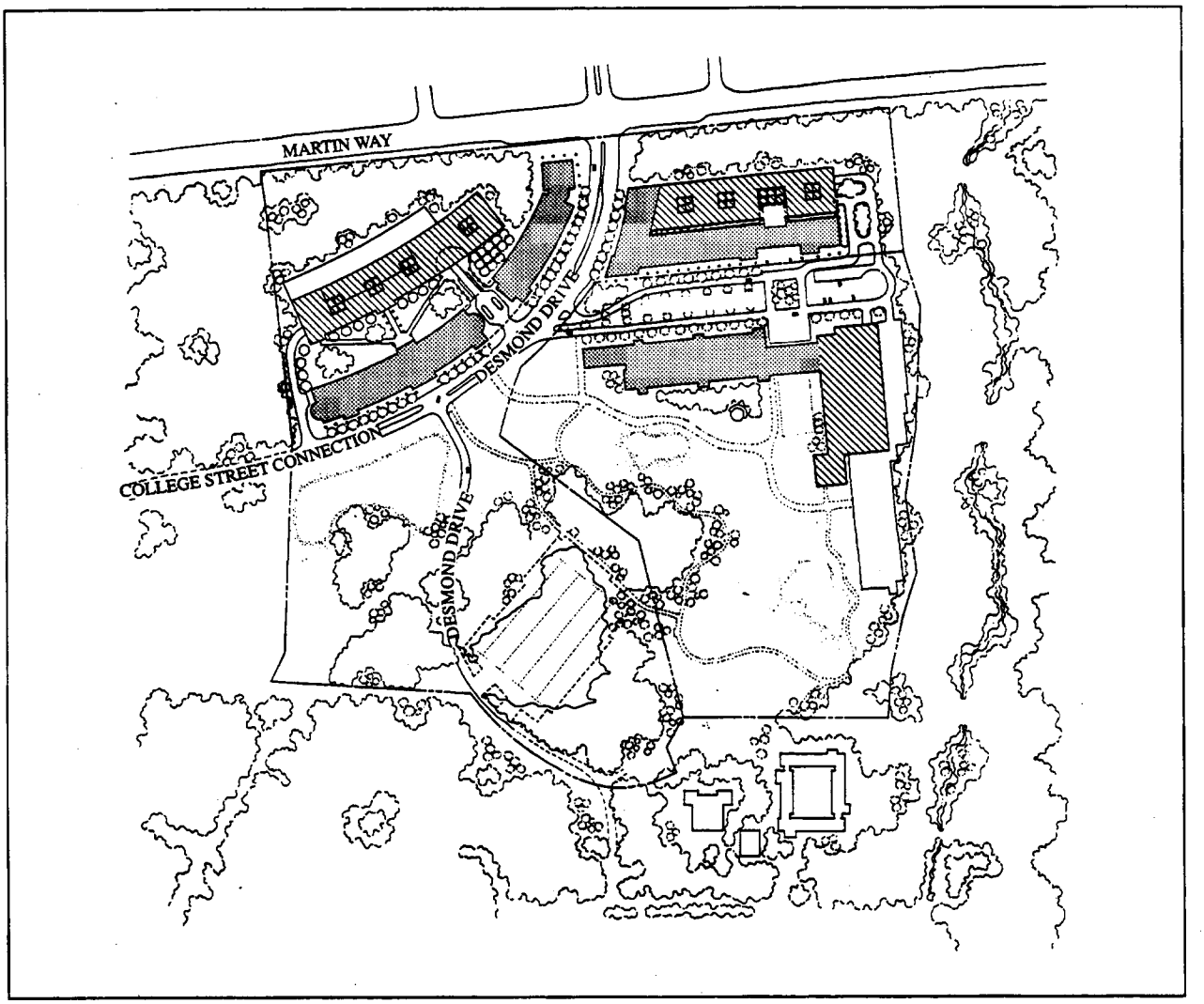
Campus Site

The Lacey Campus Plan

The Lacey Campus plan is a framework for development conceived to bind the history and natural quality of the site into a 21st century workplace for State of Washington employees and the public.

The plan is the result of an open, pluralistic process during which a number of alternative concepts were presented and evaluated. The resulting plan represents a synthesis of ideas and opportunities which best meet the goals set out for the plan. The plan is a vision for the manner in which a public workplace can be sensitively integrated with the land. In seeking to maintain the remarkable character of the site, the plan for the Lacey campus, through design and policy goals, encourages alternative means of transportation to and within the site. By recognizing, maintaining, and augmenting historic spaces on the site, the cultural integrity of Saint Martin's Abbey and College is preserved.

The plan has been developed on three levels. At the largest scale, the master plan is focused on urban design. In this case, it is the creation of a new district within the city. Urban design involves the coordination of buildings, open spaces, and circulation patterns to give a district a distinctive character while integrating it with the larger framework of the city and region. On the next scale, the plan involves individual groups of buildings and open spaces coordinated to create a sense of wholeness and cohesiveness. Finally, because the plan will be carried out in increments, the individual buildings, streets, and spaces play roles as parts of the general cityscape and specific landmarks or focal points.



Building Massing

Campus Site

200 ft 600 ft 1000 ft

Office Building

Parking Structure

Building Massing

The plan envisions buildings placed in close proximity to one another to shape new outdoor spaces, retain existing meadows and tree stands, and to encourage pedestrian movement among buildings, agencies and support services.

There are three definitive building components in the plan, each carefully sited and scaled with respect to the others and to the land to achieve physical harmony and realize the goals of development. These three components are the North Parkway building, the West building, and the Department of Ecology Headquarters building.

The Ecology building, at the eastern edge of the campus, is sited against the tall firs of the Woodland Creek Preserve. The parkway and entry court for the building are to the north. The Ecology Headquarters building has far-reaching southerly views of the meadows leading to Abbot Raphael and Sawyer Halls. Structured parking is provided in the east wing of the new building. The Ecology Headquarters building is a centerpiece of the Lacey campus and a cornerstone for the development of the master plan.

The recommended second component of the plan is a new, three- to four-story office structure to the north of the Ecology Headquarters building. This building completes the north edge of the Ecology parkway and entry court. Along its western end, it stretches north to reinforce the street profile and serves to assist in forming the gateway of the Desmond Drive entry. An ancillary 480-stall parking structure adjoins the building to the north. It is set into the grades to step down the steep slope of the hillside.

The site section drawings on page 62 provide a closer look at the proposed building configuration.

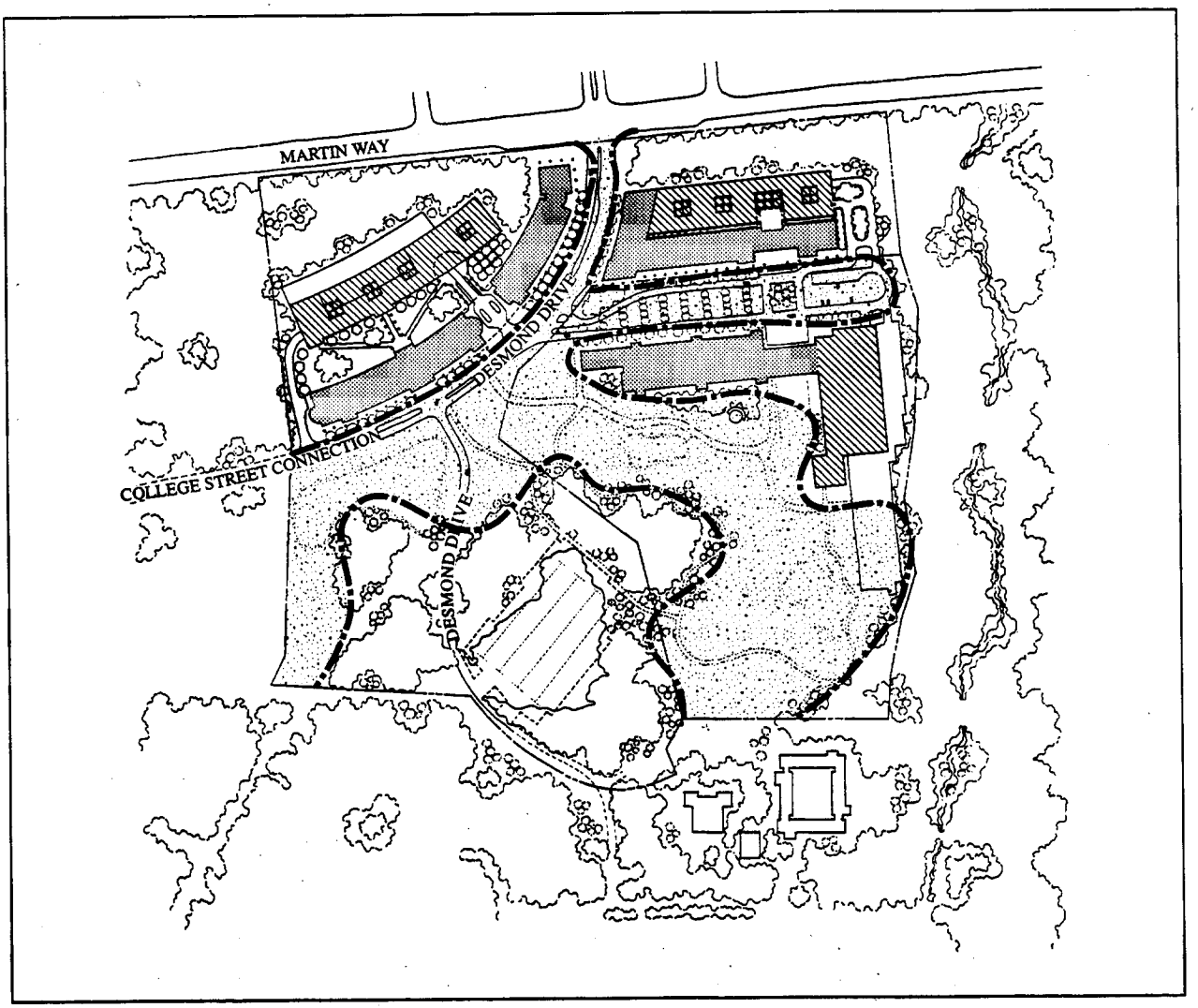
The West Buildings are the third component of the plan. They are positioned and shaped to resolve a number of site, entry, and public space requirements, breaking the tree wall at Martin Way with a distinctive form symbolizing a gateway. The gateway lobby provides a climate-controlled arrival and departure space and serves as the major pedestrian entrance to the campus site. The lobby also serves to provide an accessible route from Martin Way up to the level of the campus buildings, utilizing an elevator and/or escalator to facilitate pedestrian movement over approximately 25 feet of rise.

The buildings' crescent shapes address the street as an almost continuous structure, giving emphasis to the street and to its role as an important pedestrian way through the campus. Beginning at their western end, the buildings are a continuation of the tree line, forming the northern wall of the meadow. With its great sweep, the crescent anchors and unifies the entire northwest corner of the campus. The roadway expresses the limits of development, protecting and preserving the open meadow to the south.

The north entry to the campus is a narrow corridor, well defined by the landscaping and buildings. It is intended to be a foil to the great meadow which, as the crescent peels away, is revealed alongside spectacular open views into the site.

A break in the crescent accommodates a roadway for auto drop-off at one end of an open courtyard. A parking structure north of the buildings creates an edge to the space but remains low by stepping down the slope toward Martin Way. Access to the parking structure is dispersed with an additional roadway at the western edge of the courtyard.

The campus plan incorporates one million gross square feet of office and support space for some 4,000 employees, including the Department of Ecology. The Ecology Headquarters building is comprised of 323,000 gross square feet, accommodating 1,200 employees. The North Parkway building and the West Buildings are programmed for 240,000 and 440,000 gross square feet, respectively. Together, these buildings will provide working and support space for 2,800 employees.



Open Spaces

Campus Site

200 ft 600 ft 1000 ft

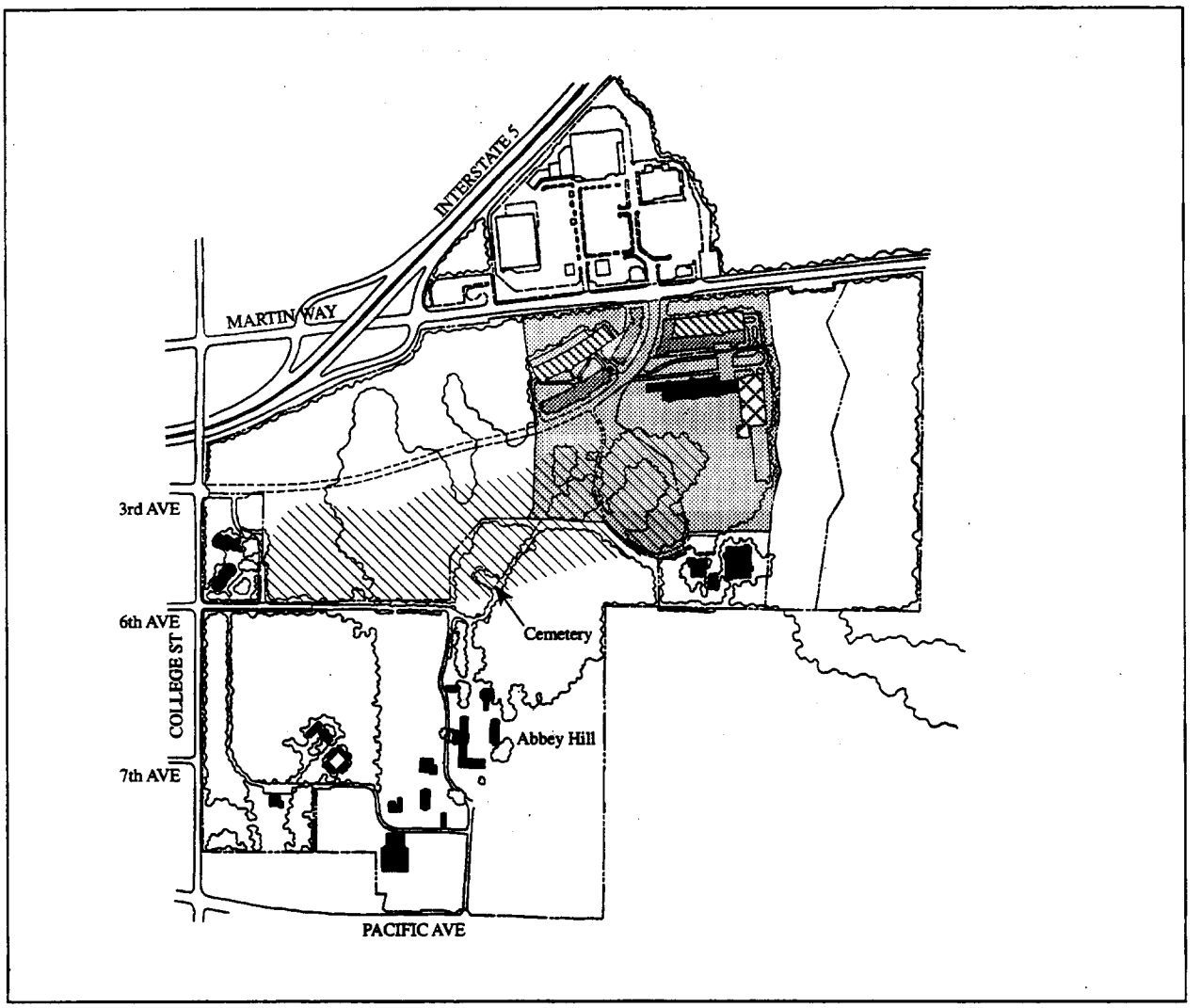
Campus Meadow/Open Space

Open Spaces

The three-story, L–shaped Department of Ecology Headquarters building reinforces the tall stands of Douglas fir, acting as a wall to the great outdoor room and redirecting the east-west flow of the meadow to the south, toward Abbot Raphael Hall. Looking north from Abbot Raphael and Sawyer Halls or looking east from the West Buildings, the Ecology building both terminates and balances the open space of the meadow.

The West Buildings continue the northern wall of the meadow, which is shaped by a line of Douglas fir and deciduous trees. From the west, its facade deflects the meadow as the green open space makes its way from the college grounds to the north and then toward the Ecology Headquarters building. As the long curve recedes, it frames the Desmond Drive/College Street connection corridor, shaping a tighter passage to Martin Way. Viewed from the south or east, the crescent engages the Ecology Headquarters building to form a continuous enclosure to the north edge of the meadow.

The West Buildings also provide enclosure for the space defined by the Parkway Mall. There is a clear view of the meadow as the building walls curve away and expansive vistas open to the south and west.



Saint Martin's Physical Setting

St. Martin's Vicinity

500 ft 1500 ft 2500 ft

Lacey Campus

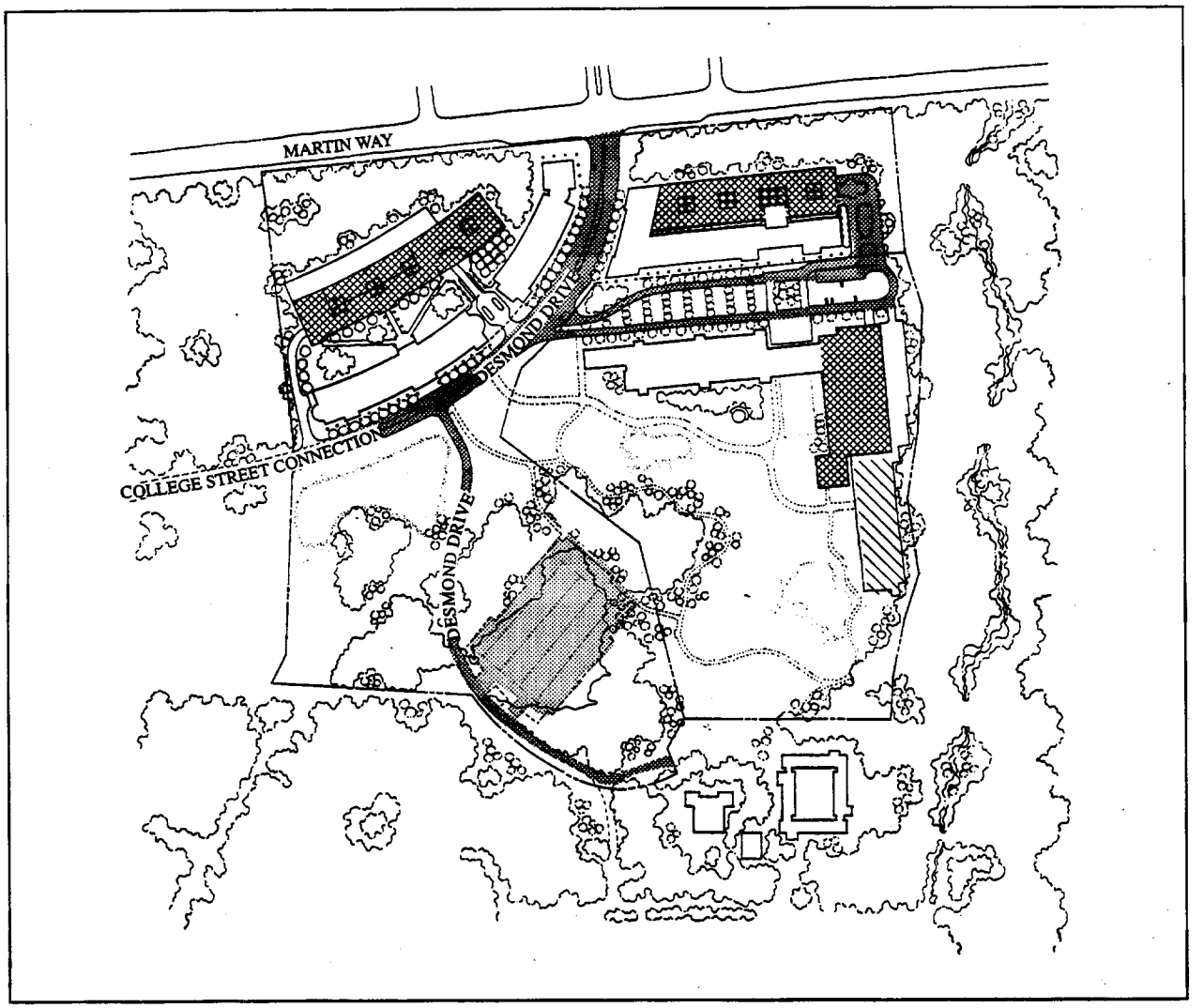
Meadow and Woods Buffer

Saint Martin's Physical Setting

Specific meadows and tree stands, both on the campus site and elsewhere on Saint Martin's property, are places of landscape significance to the Abbey. Their presence, as recognized in the plan, will serve as a buffer between the Abbey and the campus and provide the continuation of an historic setting. These places include the large stand of trees and adjoining meadows north of the Abbey hill, and Saint Martin's cemetery and its approach - an historic processional route.

Respect by the plan for the physical setting is reflected in compact building shapes, subordinate in height to the trees, and buildings clustered to avoid sprawl.

The plan prevents vehicular intrusion to the Abbey by limiting campus traffic to Third Avenue Southeast, with Saint Martin's Abbey and College traffic carried by Sixth Avenue.



Vehicle Access and Parking

Campus Site

200 ft 600 ft 1000 ft

Vehicle Access

Surface Parking

Potential Surface Parking

Parking Structure

Vehicle Access and Parking

Desmond Drive/College Street connection will be designed as a four-lane minor arterial road with five lanes at the Third Avenue Southeast/College Street and Desmond Drive/Martin Way intersections based on City standards. A two-lane southerly extension of Desmond Drive will provide access through the campus to Abbot Raphael and Sawyer Halls, still under ownership of Saint Martin's Abbey. At the western edge of the site, the roadway will follow a corridor approximately aligned with Third Avenue Southeast extending through Saint Martin's Park eastward from College Street. Design of both roads will meet the City's requirements and the "Protective Covenants, Conditions and Restrictions 'Design Guidelines for Saint Martin's Park' ".

The plan represents a strong response to State of Washington growth management and commute trip reduction legislation and to the goal of preserving the natural qualities of the site. Recent growth management goals and clean air trip reduction legislation require the use of Transportation Demand Management (TDM) programs. A TDM program will discourage the use of single occupant vehicles (SOV) and support the use of transit and alternative modes of commuting. Multi-use bicycle and pedestrian paths accompany new roadways. Buildings in close proximity to each other and the roadway encourage foot traffic between offices and support spaces and utilization of public transit. Additionally, transit lobbies are included in the West Buildings along the Desmond Drive/College Street connection. They offer commuters a full view of the roadway and transit vehicles in a well-lit, weather protected area.

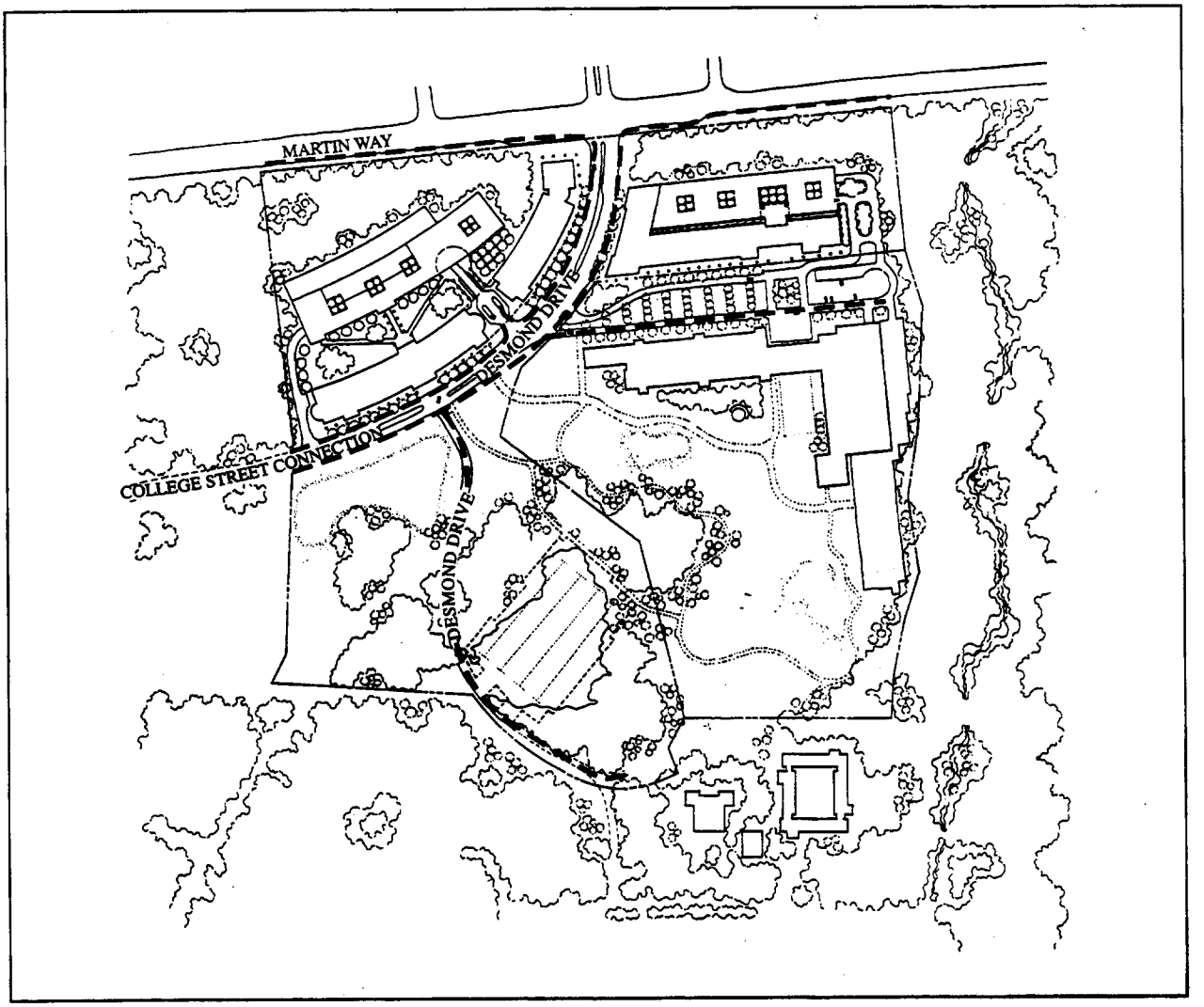
Parking ratios are the minimum allowed under City of Lacey Zoning Code: 2.5 stalls per 1,000 gross square feet of building. Structured parking is associated with each of the building components in order to reduce the impact of parking on the site. At the North Parkway building, 480 spaces are provided on three levels of structured parking. The parking structure north of the West Buildings accommodates 880 cars on three to four levels. If necessary, parking for 340 cars could be provided on grade in a clearing among the trees on the road to Abbot Raphael and Sawyer Halls. It is hoped that the need for these spaces will not arise due to a strong TDM program allowing the natural state of the proposed clearing to remain untouched.

Transit

Existing transit service in the vicinity of the campus can be re-routed onto the Desmond Drive/College Street connection to provide more convenient transit service to the Department of Ecology Headquarters building and the campus site. A single bus stop in the westbound direction on Desmond Drive/College Street connection would efficiently serve the proposed campus. An eastbound bus stop/pullout is planned to be built in conjunction with the construction of the Ecology site and near the driveway to that facility. The proposed new transit center (between Sixth and Seventh Avenues, west of College Street) will facilitate shuttle connections directly to the campus.

According to Intercity Transit, bus pullouts could be physically accommodated. Decisions on specific locations will follow detailed site planning.

Shuttle bus service to and from off-site parking lots may satisfy a portion of required on-site and any excess parking demand. General Administration plans to expand its partnership activities with Intercity Transit which now includes a shuttle service linking state office centers in Lacey and Olympia. This service may be expanded to include potential links to shared parking facilities outside the campus site. Coordination of the service will involve several parties including the Department of General Administration, Intercity Transit, the City of Lacey, and local private parking lot owners.



Bicycle Paths

Campus Site

200 ft 600 ft 1000 ft

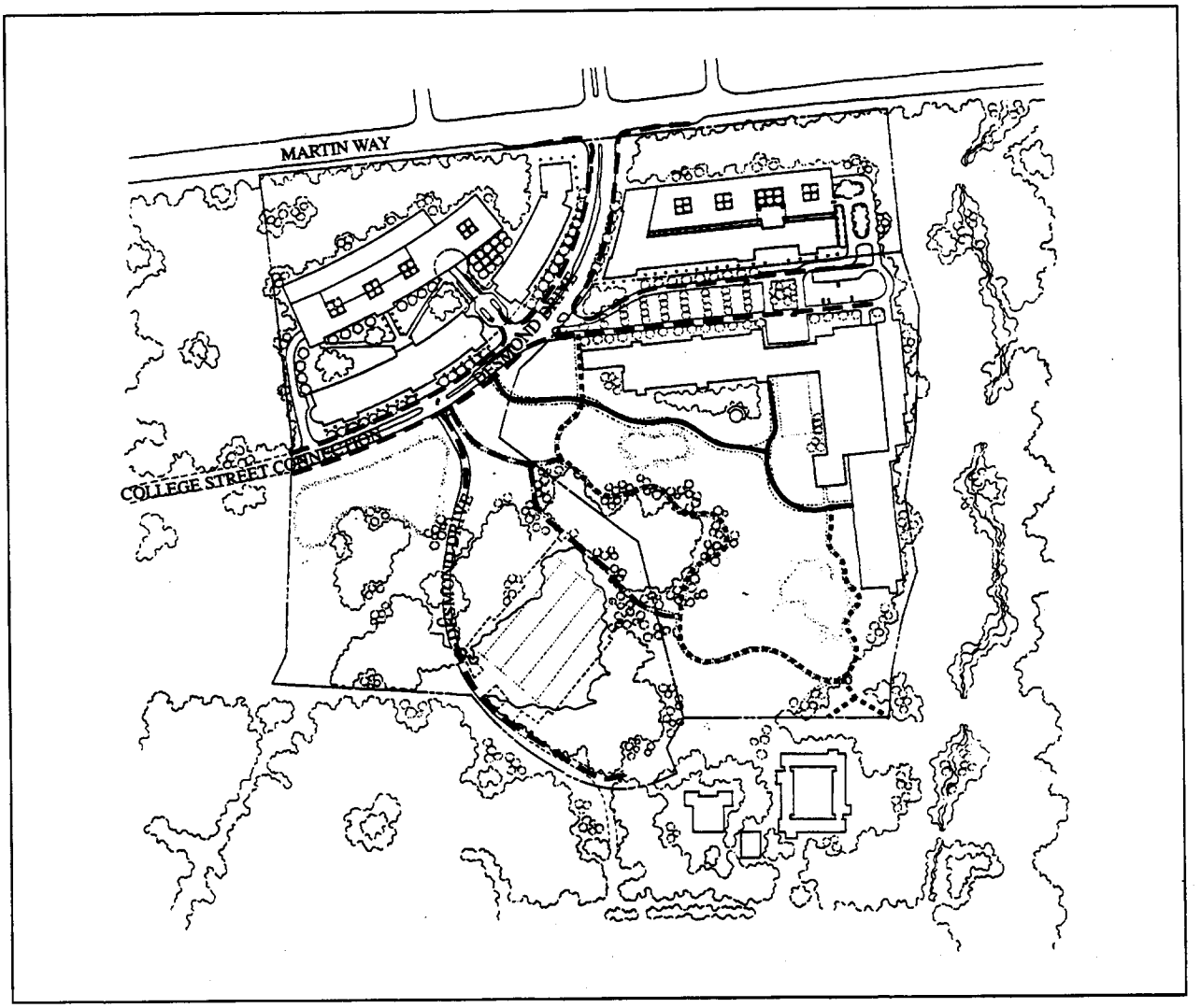
Proposed Bicycle Path

Bicycle Paths

Both Desmond Drive/College Street connection and the entrance loop to the Department of Ecology Headquarters building will have dedicated bicycle lanes. Secured bicycle parking, well-lit and convenient to building entries could be provided as part of each building's parking program. Bicycle lanes and other circulation elements will be designed to the standards of both Saint Martin's "Design Guidelines," and the City of Lacey. For example, a five-foot lane is required for bicycles where they share the right-of-way with motor vehicles.

The 1991 Master Plan recommended far reaching strategies to improve the long range convenience of bicycle travel to the Lacey campus. Some of these strategies are already reflected in the Lacey Transportation Plan, which recommends that any street widening be accompanied by bicycle facilities. Specifically, the proposed roadway improvements around the campus site on Martin Way and Pacific Avenue will increase the feasibility of bicycle access to the campus.

Other recommendations of the 1991 Master Plan include use of the planned abandonment of local rail corridors for direct connections between the Lacey and Olympia campuses, linking with the I-5 bikeway.



Pedestrian Walks and Trails

Campus Site

200 ft 600 ft 1000 ft

Existing Asphalt Fire Lane

Existing Crushed Rock Trail

Proposed Pathway

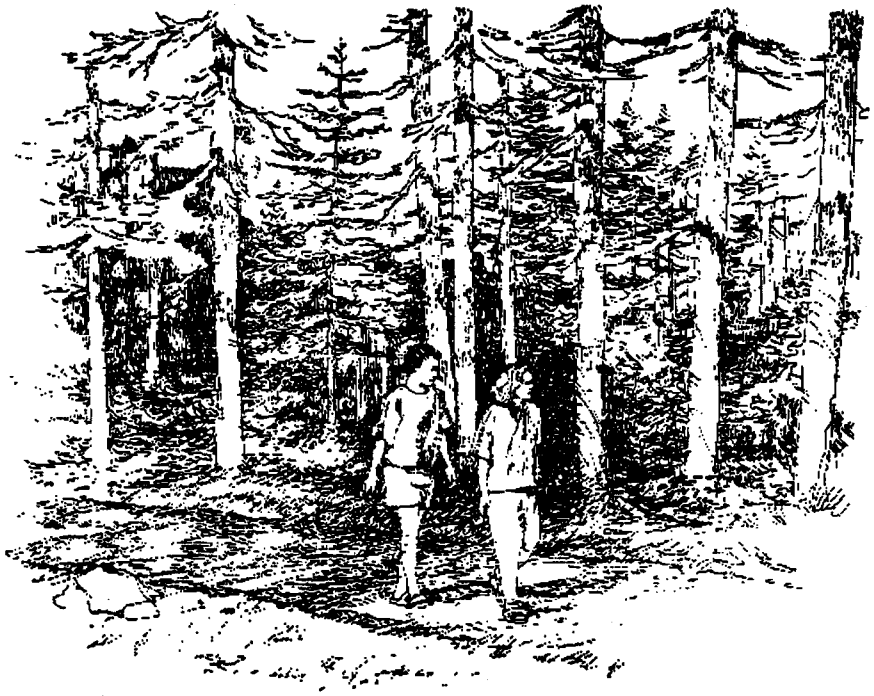
Pedestrian Walks and Trails

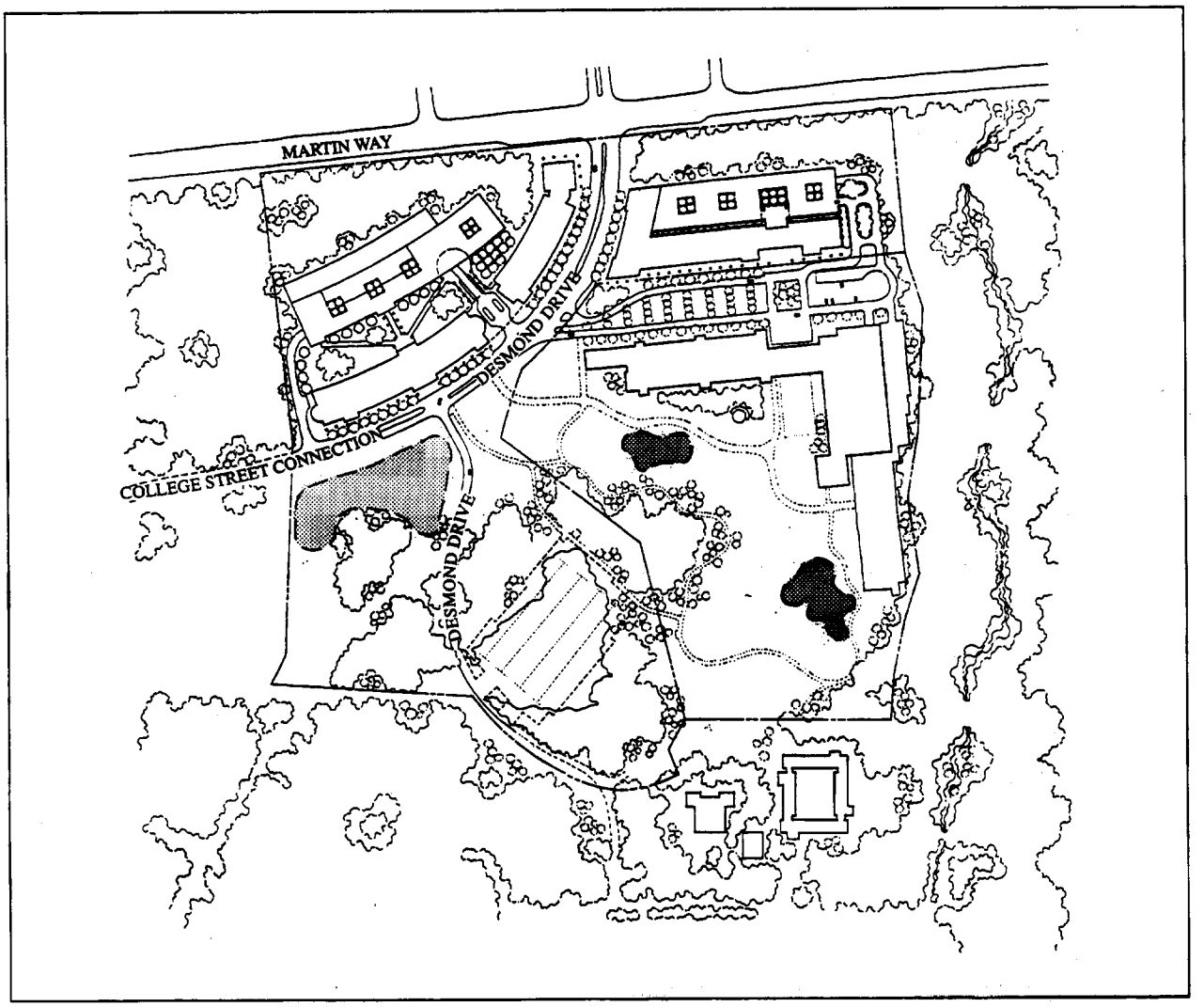
Walkways are planned in concert with the roadway system, parking facilities, transit stops and new open spaces. Based on their usage and destinations, some walkways will be lighted with furnishings suggesting stopping or resting places.

Pedestrian walks and trails are planned to encourage pedestrian circulation within the campus, and link to regional and/or community destinations.

The City's proposed Transportation Plan street widening and improvements will include sidewalks and bikeways which will encourage pedestrian access to the campus.

A pedestrian overpass is strongly encouraged for pedestrian safety in crossing Martin Way and to provide easier access for employees to the commercial areas to the north.





Stormwater Management

Campus Site

200 ft 600 ft 1000 ft

Existing Stormwater System

Proposed Stormwater System